PRICE FIVE CENTS.

WKINLEY'S CALL TO ARMS. PROCLAMATION NOT TO BE PUT INIO EXECUTION UNTIL MONDAY.

the faterners Will Be Informed of the Bember of Men Each State In Required is Parnish-Fitzhugh Lee and Gen, Joe Wherler, the Famous Confederate Cavalry Lesder, to Receive High Commissions In Expedition to Go, with Arms and Ammunition. to the Cuban Army.

Washington, April 23,-Acting under the power vested in him by the Constitution and the laws President McKinley to-day issued his long streeted proclamation calling for 125,000 volunteers for the army. The number called for by the proclamation was increased at the last nest from the 100,000 decided upon by the Cabinet jestorday as necessary. The Government has received expressions of loyalty from all parts of the country which indicate that not less than 1,000,000 men are eager to defend the boor of the flag. Doubt had existed since yespersay in regard to the authority of the Execupretocali for a definite number of troops under the Velimber Army bill agreed on by the two bosses of Congress at yesterday's session. As told in THE SUN this morning, it was feared that the law was not specific enough to allow thecall without supplementary legislation, but Appenery General Griggs had been asked by the President privately for a legal opinion on the milject, and he assured the President to-day that in his upinton the clause inserted in the bill by Representative Lacey of Iowa. giving authority to call on the State troops, the joint resolution of intervention by Congress, in which the same authority was given covered the case fully. The President, secordingly, signed the proclamation at noon, and shortly afterward it was taken to the State Department to receive the signature of Secre-Although technically the call for troops was

made to the country to-day, the proclamation will not be carried into execution until Monday. It was the President's expressed desire this afternoon that "all unseemly demonstration on he Sabbath should be avoided." As provided is all similar proclamations, the details will be executed by the War Department. Accordingly, on Monday the Secretary of War communicate with the Governors of the various States and Territories, informthem officially of the proclamation of the President, and stating the number of troops which each State is required to supply to the Federal Government under the call. The greatest promptness is expected to follow the transmittal of this communication in ordering out such members of State militia organisations as have tendered or may tender their services to the Government as volunteers. It is the intention of the War Department that the troops to be supplied by each State shall be ordered into camp at the place where the annual encampmen's of the State militia organizations occur, or at such other places as the Governors of the States may designate. accordance with this policy orders were issued to the National Guard of the District of Columbia this afternoon to enter camp on Monday on the grounds of the National Soldiers' me near Washington. The District Guard was the first to receive its orders under the preclamation of the President.

A false impression is likely to be entertained in regard to the time when the volunteer troops will be ordered to the South. The army admin istration feels certain that if it were no Department of the Gulf within ten days or two weeks. This necessity, however, is deemed not to exist. The Administration believes that the volunteer troops should remain in the State camps long enough to become "seasoned" for active campaigning and to become thoroughly equipped and drilled for service. It is more than probable that the troops will not be ordered from the bounds of their own States within three weeks: they may remain at home for a month. By that time the supplies which the War Department has ordered in large quantities for the equipment of the Government and distributed to the troops.

Plans are making for the complete organization of the regulars and volunteers, merged into one grand army of infantry, artillery, and cavalry, numbering 152,000 men. The Army Organization bill, which was passed by the House to-day, is expected to be favorably acted upon by the Senate on Monday or Tuesday. The proposed improvements for the complete organization of the army on a war footing. Under the plan of merging the regulars and the volunteers, it is intended to place one regiment of regulars with two regiments of volunteers, forming a brigade. By the provisions of the Reorganization law each regiment will consist of 1,200 men, including the volunteers, and each brigade, therefore of 3,600 men. Three of these brigades will form a division, and three divisions a corps of the

The President and the Secretary of War have received hundreds of applications for appoint ments in the army, the commissions de-sired ranging from Assistant Paymaster to Major-Generals. The President will appoint, it is now believed, ten Major-Generals and thirty Brigadier-Generals to command the volunteer army. The greatest pressure for appointments to these commands will be brought on the President by friends of numerous candidates. The rivalry for appoint ments has already begun. The list of candidates is kept as nearly secret as possible, but It is certain that it is the purpose of the Administration to appoint about an equal number of Northern and Southern men to the chief places. Gen. Fitzbugh Lee and Gen. Joseph Wheeler, the famous cavalry leader of the Confederacy, now a member of Congress from Alabama, are regarded as certain to receive the highest commissions. Gen. Wheeler has expressed his willingness to accept a grade as low as that of Colonel, provided he can be allowed to lead a cavalry charge against the Spaniards in Cuba. His reputation as a fighter, having little regard for emcluments or show, bears out the sincerity of his offer to the Government.

When the reorganization of the army takes place as provided by the Hull bill, it is probable that there will be quite a general shifting of commands in the regular army. Major-Gen. littoke and Major-Gen. Merritt are likely to exchange places, tien. Brooke is now in command of cavalry and Gen. Merritt of infantry forces principally. The qualifications and recursis of the two men would lead one to expect that the reverse order would be the case. Gen. Brooke's fine record as a commander of nointry was long ago established, and Gon. Merritt is reported as the near ideal of a dash-

ing and fearless leader of cavalry. The cray administration is making further plans for the purchase of supplies for the volunter army as a result of the unexpected in creased number of men specified in the proclaation of the President. Lieut. Col. John V. Furey, the purchasing Quartermaster stationed t Philadelphia, has been summoned to Washington to perfect these plans in consultation with the Quartermaster-General.

The Quartermaster's Department is making The progress in the buying of mules required for the use of the army in the invasion of Cuba. On account of the cupidity of sould-be contractors in Missouri and Kar the department has rejected bids tor 2,800 animals. The prices charged - Tarkitant that the Goy scament refused to her them even in the pre-ent emergency. It to near to good that the required number of mules can be outsined at a reasonable prior in Tennes-

see, where the agents of the Quartermaster General are now negotiating for purchases,

The Government intends to conduct a large expedition, with arms and ammunition, to the Cuban insurgents within a short time. It has not been decided whether the expedition shall be a military or a naval one. In either event it will have the protection of such vessels of the fleet as are necessary, and the landing place, of course, will be kept strictly secret, With this expedition a large detachment of troops may be carried, or the accompanying party may consist or marines only, This project will earry out the policy of the Governnt to supply the Cuban army under Gomes and Garcia with arms and ammunition in the belief that they will be able to conduct an effective campaign against the Spanish during the rainy season, when it is considered prudent to use unacclimated American troops in as small numbers as possible.

CALL FOR 125,000 VOLUNTEERS.

Text of the Preclamation Issued by Precident McMinley.

WARRINGTON, April 23.-President McKinley at noon to-day signed the proclamation calling for volunteer troops. The document was then carried to the Secretary of State for his signature, and was soon afterward issued by the President. It reads as follows: " By the President of the United States,

"A PROGLAMATION.

"Whereas, By a joint resolution of Congress approved on the twentieth day of April, 1898, entitled 'Joint resolution for the recognition of the independence of the people of Cuba, demanding that the Government of Spain relinquish its authority and government in the island of Cuba, and withdraw its land and naval forces from Cuba and Cuban waters, and directing the President of the United States to use the land and naval forces of the United States to carry this resolution into effect,' and

" Whereas, By an act of Congress entitled 'An act to provide for temporarily increasing the military establishment of the United States in time of war and for other purposes,' approved April 22, 1898, the President is authorized, in order to raise a volunteer army, to issue his proclamation calling for volunteers to serve in the Army of the United States:

" Now, therefore, I. William McKinley, President of the United States, by virtue of the power vested in me by the Constitution and the laws, and deeming sufficient occasion to exist, have thought fit to call forth, and hereby do call forth, volunteers to the aggregate number of 125,000, in order to carry into effect the purpose of the said resolution ; the same to be appor tioned, as far as practicable, among the several States and Territories and the District of Columbia, according to population, and to serve for two years, unless sooner discharged. The details for this object will be immediately communicated to the proper authorities through the War Department.

"In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

"Done at the city of Weshington this twentythird day of April, A. D. 1898, and of the indesendence of the United States the one hundred and twenty-second. WILLIAM MCKINLEY.

" By the President: " JOHN SHERMAN, Secretary of State."

WE TAKE ANOTHER SHIP.

The Spanish Merchantman Fedre Falls on Masy Prey to the New York.

KEY WEST, Fla., April 23.-After a chase of several miles a Spanish steamship, bound from Havana, was captured ten miles off Havana afternoon by the cruiser New York.

The steamship would not stop when ordered to, and a number of shots were fired after her in the course of the chase of several miles which she led the New York before she was over-

She proved to be the Spanish steamship Pedro. Earlier reports had it that the vessel was the Spanish mail steamship Alphonso XII., which is on the way to Havana with troops. This report was found to be incorrect.

The Pedro was sighted off Key West at dayreak. She came into the harbor and anchored off Fort Taylor, with Lieut. Capehart in command of the prize crew. Astern of her steamed the Hornet from New York, which had mot her outside the harbor.

The Pedro hails from Bilbao, in the north of Spain. She discharged a cargo of rice, beer, and fron at Havans, and was on her way to Sagua, on the north coast of Cuba, east of Harans, to discharge some structural iron for engineering purposes. She expected to take on a oad of iron ore at Sagua for Liverpool.

She is a two masted single-funnel steamer o 1,000 tons gross and 1,800 net. She carried a crew of thirty-five men, under command of Capt. Bonet.

After lying in midstream for a time she steamed up to the bight between Mangrove key and Key West, anchoring in Man-of-War harbor. The interest taken in her capture was much less

than in that of the Buena Ventura. The torpedo boat Ericsson this morning captured the fishing smack Perdito, off Havana. Rear Admiral Sampson decided to turn her oose, and so she was permitted to return to Havans to spread the news of the blockade. The monitors Terror and Amphitrite and the third-rate cruiser Murblehead joined the floet before Havana last night. The gunboat Nash-

this morning. The lighthouse tender Mangrove, fitted up as a cable ship, left her dock at 5:30 o'clock this morning, coaled and provisioned for a long trip. She is said to be bound for the south of Cuba to out the submarine cable. The Mangrove's officers said she was going to lift the bueys out of

ville, with despatches, reached the floet early

the ship channel off Key West. Capt. Laborde, of Competitor fame, it is understood, will leave on the Dolphin to-night o act as a pilot in Cuban waters.

Capt. Charles B. Munson, under cable in-structions from Rear Admiral Sampson to report for duty on the New York, arrived to-day rom Jacksonville on the City of Key Wost. The Ward line steamer Yucatan arrived here to-day. The Government tug Hornet also arrived and will leave for Havana in the morning.

The German steamer Ammon has come in here for orders, having just finished landing cattle for the Government. The Pedro belongs to the fleet of the Conpafin de Navegacion la Flecha. She was built in 1883 at Newcastle by Wigham, Richardson & Co., and like the bosts of the Spanish Trans atlantic Company is equipped as a transport boat

and 27.8 feet deep. Appointed Prize Commissioner.

and has two rapid-fire guns for protection.

KEY WEST, April 23.-G. Bowne Patterson, a lawyer, has just been appointed Prize Cor sloner by United States Judge James W. Locke, now sitting at Jacksonville.

The Pedro is 320.2 feet long, 38.3 feet broad,

E. & W. A new roll coller .- Adu

CHAIRMAN DINGLEY INTRODUCES THE MEASURE IN THE HOUSE.

It Provides for a Loan of \$500,000,000, and Authorizes the Secretary of the Treasury to Borrow Money at Not to Exceed S Per Cont. Interest, If Necessary, to Most Pub-He Expenditures-Beer and Tobacco Taxes Increased-Mortgages, Checks, &c., Taxed.

WASHINGTON, April 23,-Chairman Dingley of the Ways and Means Committee to-day in-troduced in the House the bill "to provide ways and means to meet war expenditures" which he and the other Republican members of the committee have been preparing for some time. The increased revenue to be derived from the measure is estimated by its framers at between \$90,000,000 and \$100,000,000. In addition to the proposed tax, the bill authorizes the issue of \$500,000,000 in 3 per cent. bonds, and the Secretary of the Treasury is also authorized to borrow at any time not to exceed \$100,000, 000, to be represented by certificates of indebtedness bearing 3 per cent, interest, to be paya-ble within a year from date of issue. These provisions will insure a fund of \$600,000,000 at once, if necessary, to prosecute the war and meet public expenditures. The bill comprises 44 pages, most of which is the administrative

There are two schedules of taxable articlesone on which the tax is represented by stamps affixed, the other proprietary articles, chewing nage tax is imposed, and the tax on beer and bacco is increased. Authority is given for the sale of packages of smoking tobacco containing 1% ounces, and of eigarettes containing eight and sixteen each. For the expense of assessing and collecting the taxes provided \$100,000 is appropriated and the employment of ten additional internal revenue agents is authorized. No paper required to be stamped, nor any copy thereof, shall be recorded or admitted or used as evidence in any court until the legal stamp has been affixed.

Bonds, debentures, certificates of indebtedness issued by the officers of the United States Government, or by the officers of any State, county, town, or other municipal corporation are exempt; also the stocks and bonds issued by co-operative building and loan associations. From the receipts of the tennage tax imposed \$750,000 is appropriated for the maintenance and improvement of the Marine Hespital service. The taxes on beer and tobacco go into effect with the passage of the bill; the tonnage tax on July 1; all other taxes on June 1. The bill will be considered at a meeting of the Committee on Ways and Means Monday, and may be reported to the House that day.

The following are the principal taxes proposed by the bill: The tax on beer is increased from \$1 to \$2 per barrel; the internal revenue tax on tobacco and snuff is increased to 12 cents per pound; on cigars and cigarettes the rate is \$4 per 1,000, if veighing more than three pounds per 100, and

\$2 if weighing less; a special tax ranging from \$13 to \$48 is placed on tobacco dealers, peddlers, and manufacturers according to amount of sales annually. On bonds, debentures, certificates of indebtedness for \$100 or fraction thereof, face value, transferred, 5 cents. On bank checks or exceeding in value \$20, 2 cents each. On bills of exchange (inland), draft or order for the payment of any sum of money, etherwise than at sight or on demand, or on any 'nominate's note, except bank notes issued for circulation, not exceeding \$100, 5 cents, and graded up to exceed-

ing 82,500, which is fixed at \$1. Foreign bills of exchange and letters of credit, if drawn singly, will be subject to the same rates as domestic. If drawn in sets of three or more, for every bill of each set, where the sum made payable does not exceed \$150, 3 cents, and up to \$7,500, \$1; for each \$2,500 in excess of that amount, 30 cents. Bills of lading (export). 10 cents. Express packages carried over three miles upon which the charge is 25 cents, 1 cent; not over \$1, 2 cents. Bonds for surety or execution or performance of the duties of any office. 50 cents. Certificates of deposit in a bank or trust company not exceeding \$100, 2 cents; ex

eeding that amount, 5 cents. Charter party for ships not exceeding 300 tons, \$3; not exceeding 600 tons, \$5; above 600 tons, \$10. Contracts, brokers' notes, or memorandum of sale of any bonds, merchandise, real state, &c., 10 cents. Conveyances, deeds, &c., valued at \$100 and not exceeding \$500, 50 cents, and so on in proportion up to \$20,000, \$20, and a like tax for each \$10,000 in excess

Telegraphic despatches other than press news. where the charge does not exceed 25 cents for the first ten words, 1 cent; in excess of 25 cents, 3 cente.

Custom House entry of goods not exceeding in value \$100, 25 cents; not exceeding \$500, 50 cents; above that value, \$1. Entry for withdrawal of goods from bonded warehouses, 50 cents. Life insurance policies for each \$1,000 or frac

tional part, 20 cents on the amount insured. Fire, marine, or inland insurance policies, each 25 cents. Lease, agreement, memorandum, or contract

for the hire, use, or rent of any land, tenement, or portion thereof, not exceeding three years, 50 ents; exceeding three years, \$1. Manifest for Custom House entry or clearance

of the cargo of a ship to a foreign port not exceeding 300 tons, \$1; not exceeding 600 tons, \$3; exceeding that amount, \$5. Mortgages exceeding \$100 and not exceeding \$500 in value, 50 cents, and so on up to \$20,000.

\$15, and \$10 for each \$10,000 in excess of that amount. Passage ticket to a foreign port, if costing less

than \$30, \$1; in excess of \$30, \$5. Power of attorney for sale or transfer of stock or bonds or collection of dividends, 25 cents; power of attorney to collect rent, 25 cents; proxy for voting stock, 10 cents; power of attorney to sell or convey, rent or lease real estate,

Probate of wills, where estate does not exceed n value \$2,500, 50 cents, and so on up to \$150. 000, \$20, and \$10 for each additional \$50,000 above that amount. Protests of notes, checks &c., 25 cents: warehouse receipts, 25 cents. Medicinal proprietary articles and prepare tions, perfumery, cosmetics, tooth wash, &c., re-

tailing for not more than 25 cents, 1 cent; at no more than 50 cents, 2 cents; not more than 75 cents, 3 cents; not more than \$1, 4 cents. Chewing gum, I cont for each packet retailing at not more that 5 cents.

Mineral waters in bottles containing one pint or less, 1 cent; more than a pint, 2 cents. Wine, sparkling or otherwise, 2 cents for each pint bottle; more than a pint, 4 cents.

A tonnage tax of 3 cents per ton, not to ex ceed 96 cents per ton per annum, is imposed or casels entering from foreign ports in North America, Central America, the West Indies Bahama, or Hawaiian tslands, Newfoundland, and the coast of South America bordering or the Caribbean Sea, and on vessels from other foreign ports 20 cents per ton, not to exceed \$2.40 per year.

The committee estimates that the increases

revenue derived from the bill will be from \$90. 000,000 to \$100,000,000, distributed as follows Fermented liquors, \$35,000,000; tobacco, \$15. 000,000; cigars, \$5,000,000; dealers in tobacco and cigars, \$5,000,000; stamp taxes on doou ments, telegrams, &c., \$30,000,000; stamp taxes on wines, mineral waters, &c., undeter trade, \$2,000,000 Ten and confee are not touched, as all the measures proposed for war revenue are internal revenue taxes. AT. LOUIS IS SAFE IN PORT.

Pifteen Minutes After She Had Tied Up, Capt. Handle and All His Officers Announced Their Intention of Fighting for Uncle Sam.

It was not a multitude that greeted the American liner St. Louis when she warped into her pler at the foot of Fulton street last night. after a tumultuous voyage from Southamptou nearly a day longer than her usual April trip But everybody in the throng was a patriot, and little flags were worn by nearly all hands.

The passenger list of the lingr was small, be cause when she left Southampton there was an impression in the minds of many Americans that war between the United States and Spain might begin while the St. Louis was on her way here, and that she and her passengers might fall into the hands of the Spanish. That is why more than half the passengers originally booked on the St. Louis decided to sail by other lines not flying the American flag.

The St. Louis carried only forty first cabin.

passengers, and that is the chief reason why there was not a large crowd on the pier. She had 128 second cabin and 356 steerage pas sengers. Prot. M. D. Berlitz, a cabin passonger, said that the conservative tone of the English papers had led him and many other passengers to believe that the chanc of a conflict between Spain and the United States was remote. They were much surprised when the pilot bearded the St. Louis off Sandy Hook lightship late yesterday afternoon and told them that war existed between the United

The pilot had a newspaper of Thursday last which he gave to the purser. The cabin passengers crowded around the paper, which a pas senger with a good voice finally read aloud. It was not until the steamship got to quarantine that it was known how far the war had gone.

Many of the women waiting at the American line pier were fearful, after they read the scare stories in the afternoon extras about the probable capture of the American liner Paris, which sailed from Southampton on Friday, that the St. Louis might also have been in danger from Spanish cruisers. Some of the women were nervous, but all were happy when they saw their rela-tives and friends looking at them from the decks of the liner.

As the big ship moved slowly up alongside the pier, passing the many open gangways, folks ashore greeted those affeat with remarks about the war. A tall, solemn-looking man on the ship was the object of much attention from a group of middle-aged women and girls. One of the girls was evidently the solemn man's daughter. She shouted to him:

Papa, we have captured four Spanish ships!" "You ought to have captured all of them."

"But they've got the Paris," the girls said. "I don't believe it," the solemn man answered.

When the gangplank was put up there was a rush for the pier by the elated passengers. No man or women were ever hugged more enthusiastically. A wife who was waiting on the pier for her husband said: "I thought they had captured you." "We had no fear of that," he answered, "this

ship is swifter than any they've got."

Capt. William G. Randle and all his officers learned the moment after they landed that Uncle Sam would extend to them the privilege of reconfisting in the service of the United States
Navy. Fifteen minutes after the ship had been
tied up to her pier even one of her officers had
notified Clean and A. Friscon, Jr., of the Assertan line that he was willing to sign for a year's

cruise on the St. Louis. Several of her officers are of English birth, as are also many of her crew, particularly those in the engineers' department, Mr. Griscom said that there was no man who was not anxious and willing to go. He also said that Capt. Randle would be the actual com-mander of the ship as far as her management was concerned, but that he and his officers and the crew would be under the direction of United States naval officers, who will

have charge of the ship. All of the St. Louis's cargo will be discharged before noon to-day, and nearly all the stores she before to-night. It is thought she will be ready for service to-morrow morning. Mr. Griscom says she will be used chiefly as a despatch, and scout boat. It is likely that she will have a light armament, but she will depend chiefly o her heels in the sort of work for which the Government needs her most.

The American liner New York, sister ship to the Paris, is due at this port some time this norning. She icft Southampton three hours later than the St. Louis, and, not being as good a rough weather ship, she will probably be half a day storn of the American-built figer. The New York will, it is said, also be converted into a lespatch and scout boat, and will probably be ready to leave her dock before Wednesday. The St. Louis is not quite as swift as the St.

Paul. She has averaged for a voyage 21.8 knots an hour, but on a day's run she can make 22 knots. The best speed of the New York for a vor age has been 20.15 knots, but on a run of ten or afteen hours she can make more than 21 knots. All of the crew of the St. Louis vere paid off last night in the presence United States Shipping Commissioner Baer, and all signed to go another year in the ship.

There was a concert aboard the St. Louis given by the second cabin passengers on Thursday evening, the proceeds of which were given to the fund for the benefit of the widows and orphane of those lost by the blowing up of the

MINE WIRES CUT BY FISHERMEN. A Discovery That May Lead to Some Shooting In the Upper Bay.

Men of the Engineers' Corps were employed in planting additional mines in the waters of the Narrows and about Sandy Hook yesterday. When this work is completed, only a channel for ships will remain open. Off Fort Wadsworth it has been found that shad fishermen, whose net have been spread in the waters there, have not hesitated to cut the cables of mines and torpe does already planted. It was these fishermen, It is suspected, who tampered with the cable off Fort Wadsworth a few nights ago.

Yesterday the boats from which the engineers were working were armed with the rifles of the nen. The Narrows are now patrolled every night, and a strict watch is maintained by day The first fisherman caught cutting cables will be arrested and the next one will, according to the orders issued yesterday, be shot on sight.

GUERRILLAS ON MEXICAN BORDER Spanish Sympathirers Said to Be Organizing for Border Warfare.

SANTA FÉ, N. M., April 23 .- Word has just reached the capital that numbers of Spanish sympathizers, of the lawless class who live in Mexico, have organized on the border between this country and Mexico, and that they propose to commence a guerrilla warfare on this side.

The bands are said to number over 700 and heir presence is creating some alarm. Mexican troops have been busy hunting for them and have already captured twenty-five of the desperadoes. New Mexico militia will operate in connection with the Mexican soldiers in dispersing the outlaws.

via Penusylvania Raliroad and Southern Raliway, Leave New York daily 4:20 F. M. and 12:05 A. M. Pullman elegning cars New York to Chattanooga, for Information, Alex. S. Thweatt, E. P. A., 371 I'way, S. Y.—Ads.

The New Wanmbrk, White Mountains, open in June. Laurel House, Lakewood, H. J., oper until June 1, B. B. Blumer, Mgr.—Adu. TWO CRUISERS GO

Columbia and Minneapolis Leave on the Jump.

OUR FAST SKIPS HURRY OFF.

tination of the Ships.

No Hint as to the Errand or Des-

They Leave the Flying Squadren at Midnigh and No One Will Tell What Their Missle Is-May Be Going to Help the Oregon or Parts - The Naval Strategy Situation

NEWPORT NEWS, Va., April 23.-Excitemen vas caused at Old Point this evening by the booming of the "All aboard" gun shortly after 9 o'clock. In an instant everything was in a bustle and confusion.

Officers who had been lounging around the hotels chatting with friends went down to the pler rapidly to embark for their respective

Out in the river signal lights were flashing among the vessels of the flying squadron. It wrs said that orders had been received for the Columbia and Minneapolis to sail in an hour on some secret mission. The officers were very reticent, and refused to divulge the destination of the vessels.

It is believed here, however, that the two fastest vessels of the flying squadron have been despatched to meet the Paris and convoy her into port. As soon as the orders were received the

anchors of the Columbia and Minneapolis were raised and dense volumes of black smoke pouring from the smokestacks told that the stokers were at work, and that the swift cruisers would soon be ready to put to sea. The transport Panther, with 750 men aboard. arrived at Old Point this evening, and it was re-

ported that the Columbia and Minneapolis would escort this vessel to Key West. It was learned later that the marines were not ntended for the flying equadron and that Commodore Schley's ships were intended for some

other services. At 11:45 P. M. the Columbia and Minneapolis passed out. NORPOLE, Va., April 23,-The swift cruisers

Columbia and Minneapolis suddenly went to sea at midnight. It is dark as pitch and raining. When the order to sail came a number of the officers of the Columbia and Minneapolis were in the hotels. Messengers summoned them to their ships at

once and they hurriedly obeyed. If there is other work than guard duty cut out for the two swift cruisers it is not known.

The great secreey maintained by the naval

authorities since hostilities began makes it impossible to do more than conjecture the purpose of the Government. All the other ships of the squadron remain at anchor, giving no indication of any intended

movement. Washington, April 22.—Nobody connected with the Many Department who was seen to-night about the departure of the flying squadron from Hampton Roads would give any information on the subject. It is the general belief in naval cir cles, however, that Commodore Schley's ships have gone out this time for business, and no merely to engage in manouvring and target practice. What Commodore Schiey's orders are only a few officials of the Navy Department know. Commodore Schley will probably not be any better informed about his mission until he gets outside the Virginia Capes and translates his orders from the naval cipher code into plain English. At the Navy Department the general belief among officers not consected with the Bureau of Navigation was that the flying squadren would remain at Hampton Roads until something was known about the programme of the Spanish squadron at St. Vincent. The officers of the Navigation Bureau

would not talk about ship movements. When it was known here to-night that the squadron was preparing to sail, naval officers expressed much interest, but had nothing, except theories, to offer. Some of them were of the opinion that Commodore Schley's five ships have been ordered to meet the Oregon and the Marietta on their long voyage from the Pacific around to Key West. Their belief was based on the fact that the two American vessels would pass within 1,500 miles of the Cape Verdo Islands, where the Spanish squadron is con

centrated. The Oregon and the Marietta are supposed to e in the Atlantic now. They have probably just about passed through the Straits of Magelian, for it is said that they took that route instead of going around Cape Horn, a longer but safer course. It is 1,619 miles from St. Vincent to Pernamb and 1,775 miles from St. Vincent to Para, Brazil. These are the shortest cuts the Spanish vessels could take if they wanted to intercept the American battleship and the little gunboat

accompanying her. The American vessels, according to the naval officers, will keep well out to sea. They are not et within the danger line. Their next port will be Montevideo, and it will be ten days or two weeks before they can get there. Of course, instructions will be sent to Capt. Clarke of the Oregon, when he reaches Montevideo. He will probably hear his first news there of the hostilities between Spain and the United States.

From Hampton Roads to Pernambuco, by way of St. Thomas and Barbadoes, the distance is 3.850 miles, and from Hampton roads to Para 2.940. From the Atlantic entrance to the Straits of Magellan to Montevideo the distance is about 1,200 miles, from Montevideo to Rio it is 1,056 miles, and Rio to Pernambuco 745 miles, or from Rio to Para about 1,500 miles. The flying squadron cannot proceed much faster than the Oregon, on account of the slow speed at which Columbia, Minneapolis, and the Brooklyn would have to proceed to remain with the Mas sechusetts and the Texas.

Taking Pernambuco as the point of june tion between the flying squadron and the two American ships from the Pacific, the distances to be traversed are 3,850 miles for the flying squadron and 3,000 miles for the Oregon and the Marietta.

If the Oregon and her consort reached Per nambuco first they would wait there for the flying squadron. The Spanish fleet would have only 1,619 miles to travel to reach Pernambuco It is not considered in the least probable that the Spanish vessels will try to intercept the Oregon and the Marietta they get to Montevideo, where the cominstructions as to the course to pursue will be awaiting them. Naval officers clieve that the combined force of the flying squadron and the other two American warships would be sufficient to whip the Spanish forms

The latter is composed of a battleship. infhrior to the Oregon and Massachusetts, four rmored cruisers, three torpedo boas destroyers, and three torpude boats, leaving out the accom panying merchant steamships, the City of Cadiz

and a coiller. Another armored cruiser is now on her way from Ferrol 10 St. Vincent. Should she reach there in time to sail with the others the oppo

ing squadron would line up in an engagement in this way: Spanish—One battleship, five armorod cruisers, three torpedo boat destroyers three torpino boats. American: three battle ships, one armored cruiser, two protected ruisers, and one gunboat—six Spanish armored

craft to four American, but with the American ressels of this type far superior to the Spaniards. With the wonderful records made by the ships of the Flying Squadron in target practice, everything would favor success to the United State

The Navy Department has considered among other plans the dispatch of the flying squadron to harass the Spanish coast, but it is believed among naval officers that instructions to tha effect were not sent to Commodore Schley.

It was learned to-night on apparently good authority that a proclamation will probably be ssued on Monday or Tuesday declaring blockade of San Juan, Porte Rico. This would indicate that the purpose of the flying squadres is to guard the entrance to that place.

CABLE TO HAVANA OUT.

our Government Establishes a Censorably a the Rey West Cable Cflice.

KEY WEST, Fla., April 23.-The cable to

Havana is reported to be cut. The Government has selzed the Key West cable office and a censorship of despatches has

TELEGRAPH CENSORSHIP NOW.

been established.

othing About Fleet's Movements Comes from Moy West-Mayona Cable Interrupted. Cable communication with Havana by way of

Key West was subject to a good many delays yesterday and was entirely suspended last night, when a report came that the cable had The cable office at 16 Broad street had posted

netice in the afternoon, dated 2:49 P. M., as follows: A consorably has been established by the United States Government at Key West, Fla., and code messages to and from Cuba are forblidden. W. C. Humstons, Superintendent.

The result of the Key West censorship last night was that nothing was allowed to come through relating to the movements of the fleet

About 8 o'clock last night word was received that the cable was out of order. This report was not made to the office in the Western Union Building, but only to the cable office in Broad street. The break in the service was thought there to be only temporary, and it was said that the cable would probably be in operation to-day, subject to the censorship at both ends. The censors on this end are understood here to be naval officers, and their occupation of the Key West office is thought to amount practically to a seizure of the line by the Government. No messages in code or cipher words will be forwarded, and any against which there is the slightest suspicion of a hidden or hostile meaning will be refused.

The understanding here is that the steamer Mangrove will cut the cable leading from the south coast of Cuba to San Diego, whence there is communication with St. Thomas It is thought possible, however, that after this s done the Key West cable may be cut also,

leaving Cuba absolutely without means of com-SPAIN'S FLEET HAS NOT SAILED. The Warthing Are Still at St. Vincent-Re Bigs

of Speedy Departure. special Cable Despatch to Tan Sus. St. VINCENT, Cape Verde Islands, April 23,-All the Spanish warships are still here, and there are no signs of their immediate departure.

TROOPS FOR THE BALEARICS. Spain Acts at Though She Thought We Would

Invade the Meditorraneau.

Special Cable Despatch to THE BUR. MADBID, April 23 .- A regiment of infantry Mediterranean to-day received an enthusiastic send-off. The market women and cigar makers, who were indulging in a patriotic demonstration, carried banners, which they presented to the soldiers. One carried a pole, on which was the esoutcheon of the United States, surmounted by an engle. This was set on fire amid the approving shouts of the crowd. After leaving the station whence the troops departed, the crowd drifted into Calle Sevilla. where 10,000 persons gathered near the offices of the Heraldo shouting for war news, which is usually posted in the windows of the newspaper building; but the proprietors announced that in consequence of the cutting of the cables tho only despatch received was one from Captain-General Blanco, saying that the American squad on was in front of Havana, forming a straight

line ten miles from the coast. MORE REFUGEES FROM HAVANA, City of Washington Brings 05 Passengers

Troops at Sagua La Grande. The steamer City of Washington of the Ward line arrived here last night from Havana. which port she left on Wednesday. brings ninety-five cabin passongers, nearly all of whom are refugees. They were anxiously awaiting news of the state of affairs. The steamer anchored off Quarantine. The officers said that the situation was unchanged at the time of their departure. The only warships in Havana harbor at that time were the Alfonso XII, and a small genboat.

The new Norwegian steamship Albis, which arrived yesterday from Cuban ports, reported that when she left Sagua la Grande on April 18 there was much excitement among the Spanish. The city was filled with troops and there was one small Spanish gunboat in the harbor, while another was just about to enter.

MET SOME OF OUR WARSHIPS. we Incoming Vessels Report Sceing Them Bown the Coast.

Some of the scout boats, revenue cutters and cruisers of the United States navy, are apparently husting for Spanish merchantmen or looking out for Spanish war vessels at along the southern coast. The Ward ton, which arrived last night from Havana passed three American men-of-war off Hatteras Friday, bount South. The Asiatic Princo, from Brazilian ports, passed on Wednesday last, about 179 miles west of Bormuds, what apparently an American cruiser bound to the outhwest, or in the direction of Cuba.

DON CARLOS WANTS TO HELP. Trying to Bus Three Bonts for Hospital Ships

for Spain. Special Cable Peapatch to THE SUN BRUSSELS, April 23.-It is reported that Don arios, the Spanish protender, is negotiating for the purchase of three despatch boats belonging o the Belgian Navy.

If he is successful in obtaining the boats he in-

ends to convert them into hospital ships at his own cost and present them to Spain. United States Past Mail Rence to Tamps Pennsylvanis, Southern Hailway and F. C. and P. croup. Pullbase service, giving daylight arriva-sings. Leave New York 4:12 P. M. and 12:00 A. E. it y. N. Y. offices, 871 and 850 B'way.—Acc.

Worth Seciog. simpose's new Lean Office and infe Deposit Va-lab West 480 st., neur Droadway.—Adv.

LITTLE DOUBT THAT SHE IS COMING HERE AT TOP SPEED.

BON VOYAGE TO THE PARIS.

the Cortainly Passed the Lined All Sight and Was Not Chased in the Ruglish Channel-Capt. Wathine Had Ample Warning and Was Expected to Yake an Unusual Course-Testerday Morning Probably Found Mer Beyond Danger of Purcutt-She In Enpected Here Safe and Sound in a Week, Special Cable Despatches to Tan Sys.

LONDON, April 23,-The American line steames Paris passed the Lizard, steaming rapidly westward, shortly before midnight last night. This fact is definitely known. The best opinion here is that she is now pursuing a somewhat unusual course toward New York at the highest speed her engines can develop, but in London to-day each hour has brought out fresh editions of the newspapers, with new stories of her being pursued or captured by a Spanish warship which was lying in wait for her on her course south of Queenstown.

Two out of four circumstantial reports of her capture have been completely disproved. Only her arrival at Cadiz as a prize of war or at New York, ready to be rechristened as one of the vessels of the American Navy, can determine the truth of the other two. She was not chased in the English Channel, she did not run back to the Isle of Wight, and she has not been officially reported or sighted at any point except the Linard.

It is doubtful if a Spanish man-of-war would have dared to molest the Paris in the English Channel. Its waters have been regarded by international consent in recent years as entirely within British and French jurisdiction, and they are, therefore, neutral. The high seas begin technically three miles beyond Lizard Point. Nevertheless Capt, Watkins, the master of the Paris, was instructed to hug the coast as much as possible in order to escape the observation of the Spanish boats which were known to be cruising in the western waters of the Channel. His signalling the Lizard at midnight was unexpected, but the night was dark and moonless, and it is believed that he trusted to this fact and the alteration of his course to escape observation.

As soon as he reached the unprivileged waters beyond the Lizard there is no doubt he also resorted to extinguishing all the lights usually carried. Daylight should have found the steamer well boyond danger of observation or pursuit by any available Spanish warship, Capt, Watkins was also warned to keep a sharp lookout for the enemy off Cape Race.

Nothing, of course, is disclosed concerning the plans for avoiding possible interception off Nantucket Light and from there on, but nobody who knows Capt. Watkins has any doubt that he will deliver the Paris safe and sound at the Brooklyn Navy Yard a week hence. LONDON, April 24, 4:50 A. M.-None of to-

day's papers prints any new despatches concerning a mishap to the Paris or mentions the various signal station reports. SOUTHAMPTON, April 23.-The mail steamer

Nile, from Brazil, arrived here this afternoon,

She saw no Spanish warships, WILD REPORTS ABOUT THE PARIS. Stories of Her Safety, Her Return and Her Capture That Went the Bounds.

Special Cable Despatches to THE SUR. LONDON, April 23 .- The American line steames Paris passed Portland Bill last evening. Later he Lizard reported that a vethe Paris, had passed there. The Paris passed the Lizard at 11:45 o'clock last night, according to the American line re-

A report is current in Southampton, but not yet confirmed, that a Spanish warship stopped. the Paris in the Channel and that she is returning to Malin Head. The Inistrabull signal station reports: Passed, cast, S A. M., a United States gunoat, supposed to be one of the white squadre

News was received at Southampton at 1:40 P.

M. that the Paris has been sighted at Tolland

ports.

Bay, Islo of Wight, inside the Needles, Spanish despatch boats were seen in the Channel last evening. Vessels arriving at Southampton since the report that the Paris had been sighted at Tolland Bay, Isle of Wight, report that they saw no trace of hor. Nothing is known of her at Tolland Bay or Yarmouth, and the rumor of her baving seen seen inside the Needles is now discredited. A despatch from Queenstown to the Bulfast Telegraph says that the Spanish torpedo boat recently in dry dock at Queenstown sailed from hat port yesterday at the same hour that the

Paris left Southampton and intercepted and

captured the American liner. No details are

The Spanish torpedo boat referred to in the Queenstown despatch to the Belfast Telegraph cannot be the Audaz, six guns, which was pub into dry dock at Queenstown about three weeks ago, as she is still repairing in the passage docks there. The Spanish Consul at Queens town is personally hurrying along the work on per, and it is rumored that she will sail to night.
It is learned that a Spanish torpedo boat sailed from this coast yesterday, but it was not the

Audnz. The latest report concerning the Paris come in a despatch from Ushant, off the coast of Brittany, France, that a large liner of the description of the Paris passed south under escort. The

report is not confirmed. MADRID, April 23 .- The report of the capture of the American line steamer Paris by the panish is causing the wildest excitement on the Bourse here.

PHILADELPHIA, April 23.-The International Navigation Company says: "The Paris passed Lizard Point at 11:28 P. M. yesterday and is at son. There is no truth in the report that she is at the Isle of Wight." The company says she is at sea and it is confident of Capt. Watkins's alortness and skill in evading pursuit from any point of the compass. She is coaled for a long voyage.

Clement A. Griscom, Jr., of the American line said yesterday afternoon that he had received nothing confirmatory of the rumor from London that the Paris had been captured. He said he did not think it probable that the Paris would be intercepted. She is not insured against capture, as reported in despatches from London published yesterday. She carries only the usual peace-time insurance. It is supposed that London advices about insurance taken out against risk of capture at a premium of from 8 to 10 nineas refer to her cargo.

The Paris carries 136 passengers. There are sixteen in the first cabin, and the rest are in the second cabin and steerage. passengers are: Victor Hughes Hallett, Reginald Crews, Mrs. Charles F. Borwind, Miss Edith Berwind, George L. Connor, W. Poy, Miss Mauss, J. R. Kilbourne, Miss Ethel Newbold and maid, Miss Paton, Henry S. Shermer, Mrs. J. H. Smith, L. D. White and Mrs. and Miss

. 650 trains in and out of Brooklyn and Long Is hit overy day on summer schedule.—Adu.